

Jersey Coastguard and VTS Annual Report - 2020



Overview

2020 was a very different year for everyone and presented unprecedented challenges across the world. The early stages of the C-19 pandemic started to be felt here in Jersey around March, which coincided with a significant change in the weather to much warmer and settled conditions which continued to be experienced into the summer months. Covid-19 posed some interesting operational challenges which the team in the Maritime Operations Centre (MOC) and across the business took in their stride, rising to the challenges and keeping the operations running and ensuring that our ports remained open, safe and secure.

Highlights

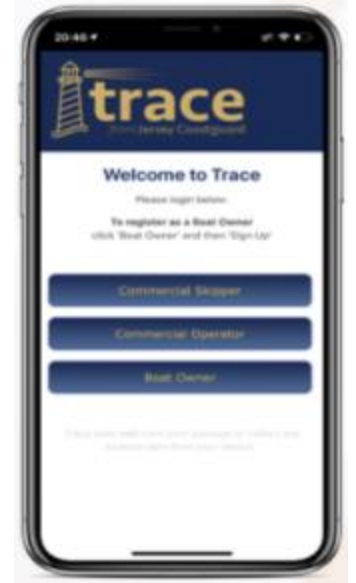
Coastguard's TRACE application was rolled out for testing amongst the small commercial vessel operating fleet. Although radio transit reports remained high for leisure vessels, we saw a significant reduction in radio traffic from the small commercial vessels which reduced demand in the MOC. Further ideas and developments have been identified including a leisure version of the app which proves to be a very exciting initiative which will ultimately create a free to use product, which not only will create efficiency for the team in the MIOC but also add value to the customer in terms of safety, access to information and usability.

A previously identified weakness in our maritime communications network along the east and north coast prompted a site-relocation feasibility study to be conducted. Working together with PoJ Engineers and Technicians, a suitable antenna site was identified, VHF and AIS radio coverage/quality tested, and a migration project completed to relocate existing aerials. Stakeholder feedback from all parties has been positive since completion in Q4.

Although the circumstances last year posed challenges regards not being able to offer face to face safety advice or gatherings and events, officers from our team instead embarked on a comprehensive water safety awareness campaign. Various focused topics were identified featuring trends of the moment, reactively focusing on key messages but also using previous data gathered from 2019's stats. Using a new software package which was providing a fresh new look to the content, other social media platforms were identified and utilised to reach various demographics. Engagement was good and stats showed great improvements in terms of views and sharing of key campaign safety messages.

Trends

In order to reduce the spread of C-19, sensible, risk based precautions were put in place by Government of Jersey which restricted time outside of the home and undertaking non-essential activities. The initial assumption was that we would see a general reduction in coastal activity and on-water leisure pursuits due to the restriction on leisure boating. Daily exercise was however allowed, and so this coupled with fine weather led to a large uptake of people heading to the coast to engage in various coastal related exercise; stand-up paddle boarding, kayaking, sea swimming and surfing seemed to be the preferred activities. On the water, the requirement for calling on a SAR asset to assist during some incidents remained low due to the large amount of leisure vessels remaining in Jersey coastal waters and their response to the Coastguard radio transmissions for assistance. It was heartening to see this trend develop and to see a strong camaraderie amongst fellow leisure boaters and water users, assisting each other without a second thought and reducing the need to burden emergency services and voluntary SAR responders.

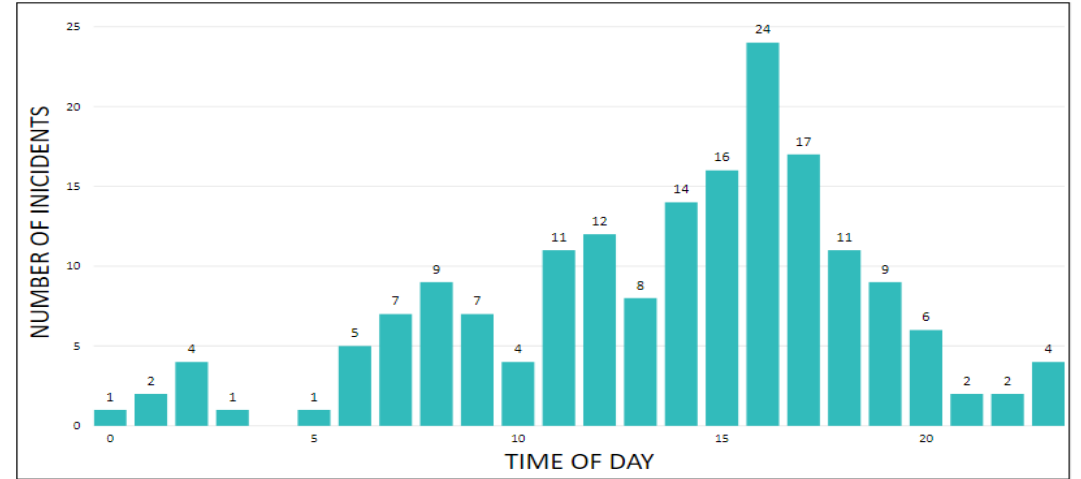
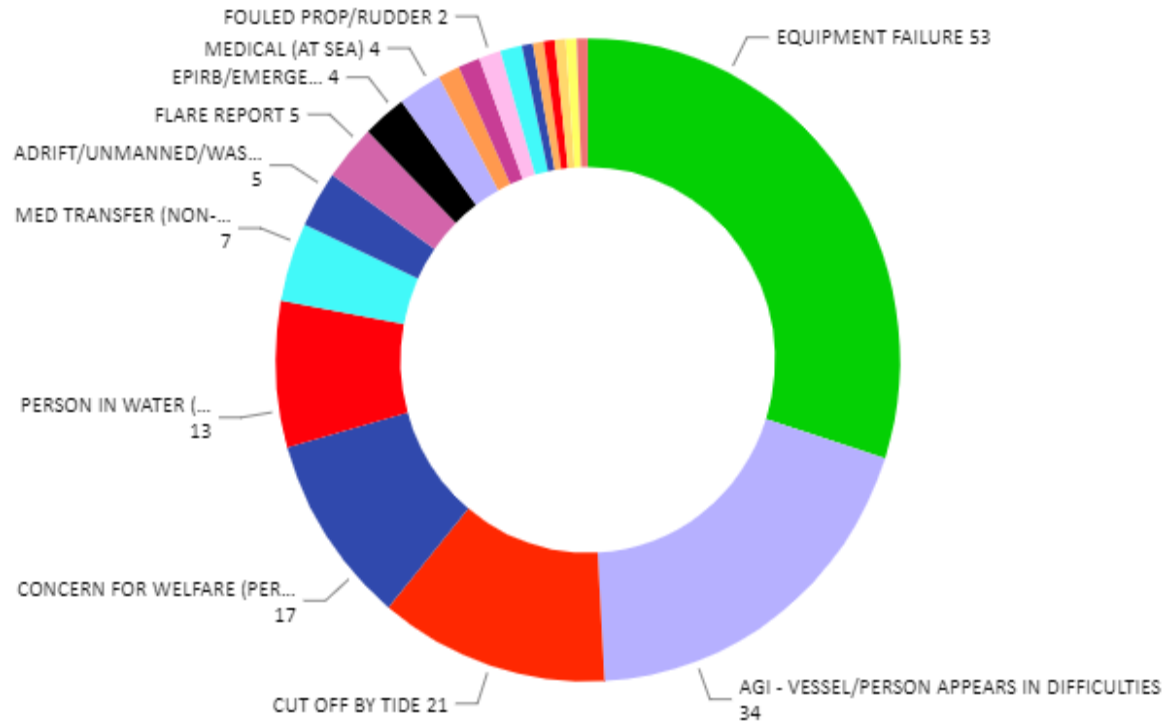


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Jersey Coastguard - From a coastguard perspective, due to the C-19 pandemic and local/international restrictions, Q1 saw a reduction in leisure vessel incidents, however part way through Q2 this was balanced by an increase in coastal, personal, water-sport incidents. The month of May saw the biggest spike in incidents for several years and was in part due to the lifting of restrictions for leisure boating, with up to 6 incidents occurring in one day and more the following day! Thankfully this started to level out as the summer progressed, seeing more regular numbers of incident reports.

Search and Rescue Incident – 177 incidents



Most common incident types:

- **Equipment Failure/Mechanical Failure (53)** – Many different types of equipment failure, mainly engine related issues but also electrical, fuel rigging and steering issues.
- **AGI – Vessel/Person Appears in difficulties (34)** – These are incidents which are reported in good faith where someone believes assistance is required. Action with Good Intent (AGI)
- **Cut off by tide (21)** – Persons that become cut off by the incoming tide, requiring rescue or assistance.
- **Concern for welfare (17)** – where there is a specific concern for the safety or wellbeing of a person. Often these are concerns related to an individual’s mental health.

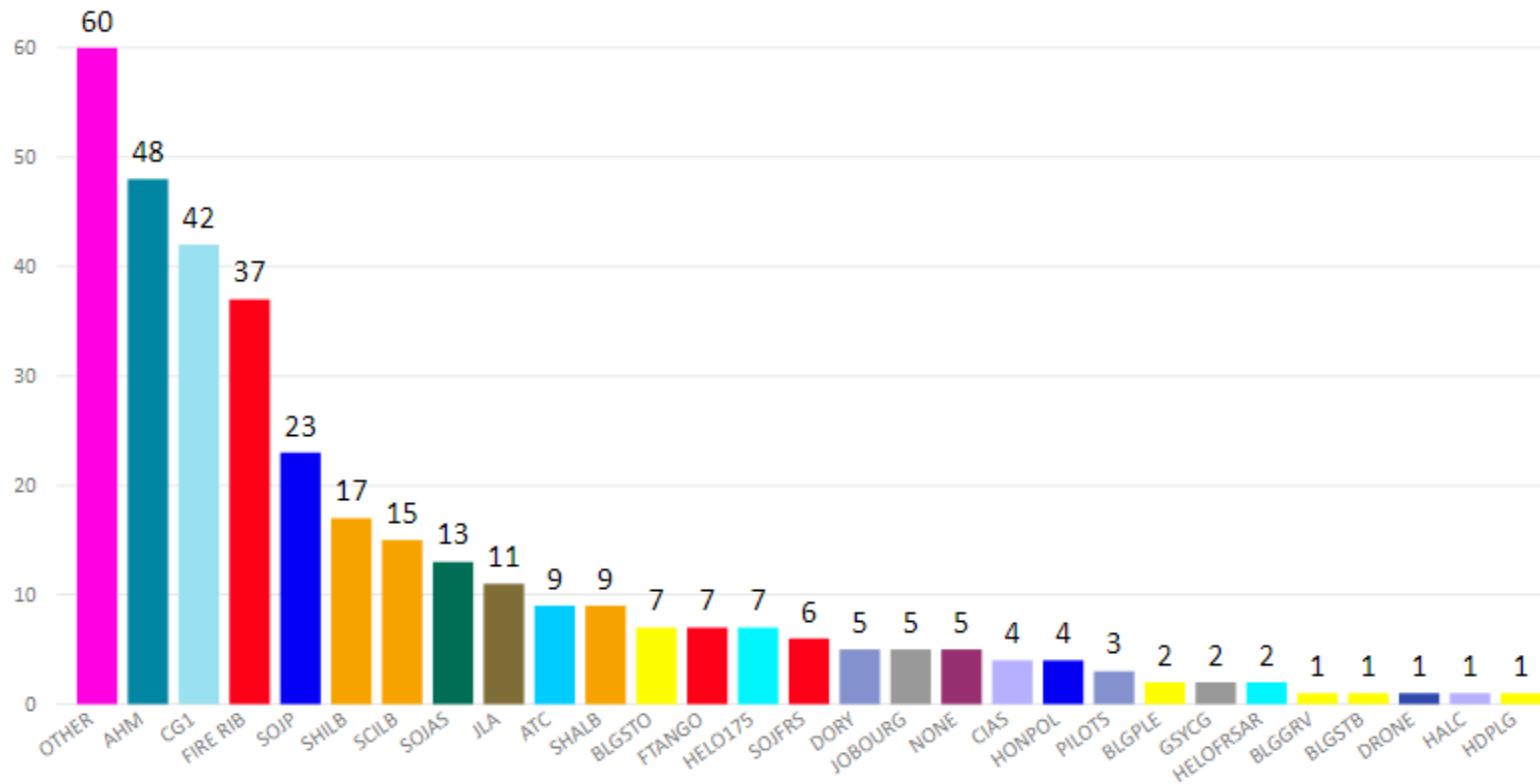
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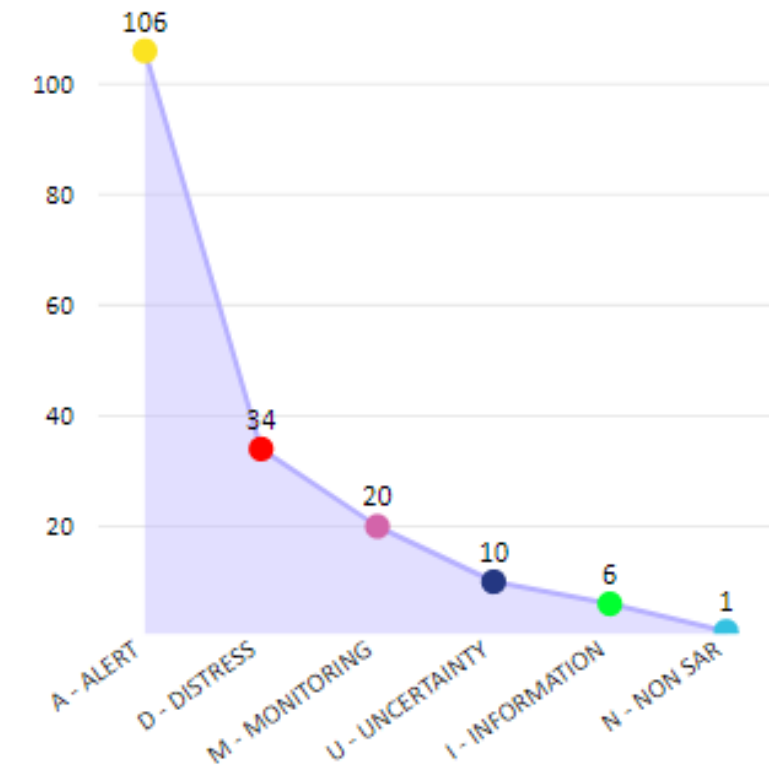
Search and Rescue Incidents – Assets Tasked

Assets tasked data includes occasions where SAR assets are requested to launch via a page or call out procedure. These figures include when SAR assets are stood down before launch due to a material change in the circumstances of the incident. The asset '**OTHER**' relates to any non declared SAR assets and in most cases would involve a mariner at sea.

ASSET UTILISED - 2020

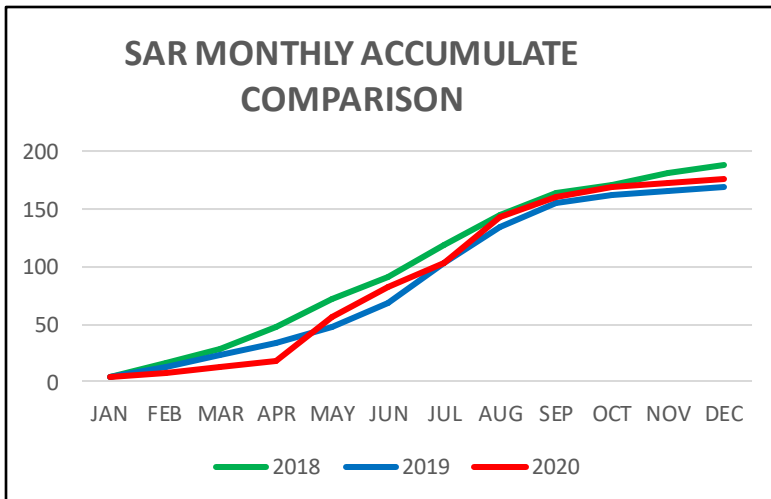
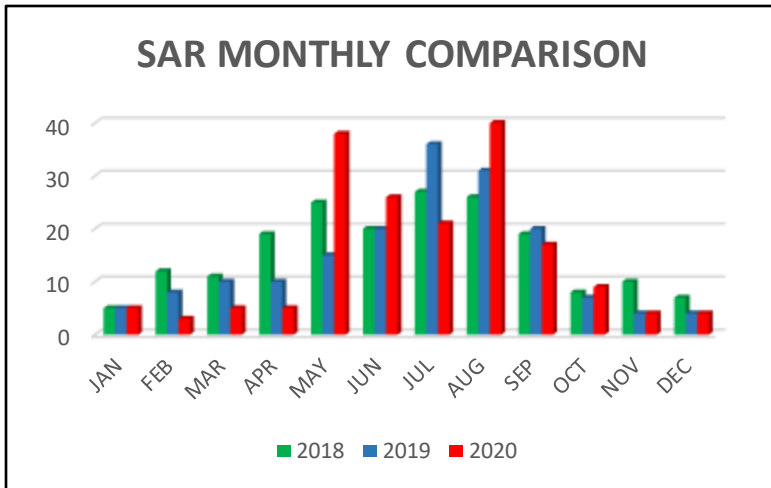


INITIAL EMERGENCY PHASE

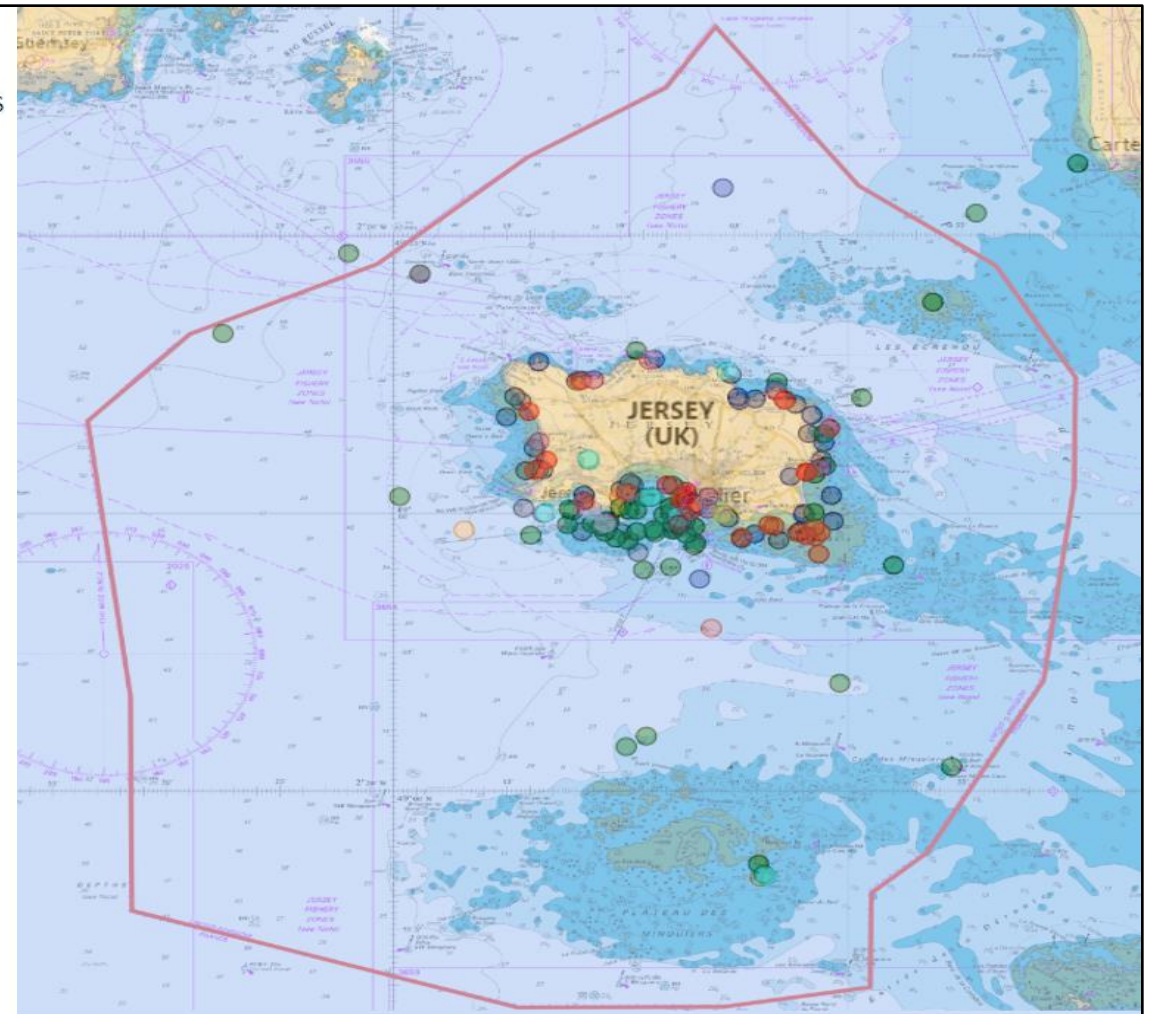


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Incident Location Visualisation - highlights that most incidents occur within 3NM of the shoreline with a high concentration along the south coast. There was a sharp rise in leisure vessel activities after lockdown ended in May resulting in a spike of SAR incidents compared to previous years.



- ### INCIDENT TYPE
- ADRIFT/UNMANNED/WASHED UP
 - AGI - VESSEL/PERSON APPEARS IN DIFFICULTIES
 - AGROUND (VESSEL)
 - CONCERN FOR WELFARE (PERSON)
 - CUT OFF BY TIDE
 - DIVER IN DIFFICULTIES
 - EPIRB/EMERGENCY BEACON
 - EQUIPMENT FAILURE
 - FALL FROM SHORE/CLIFF RESCUE
 - FIRE/EXPLOSION
 - FLARE REPORT
 - FOULED PROP/RUDDER
 - MED TRANSFER (NON-MARINE)
 - MEDICAL (AT SEA)
 - MEDICAL (ON LAND)
 - MOB (FROM A VESSEL)
 - PERSON IN WATER (FROM SHORE)
 - PERSONAL EFFECTS FOUND
 - SINKING/TAKING ON WATER/SUNK
 - UNDERWATER OBSTRUCTION



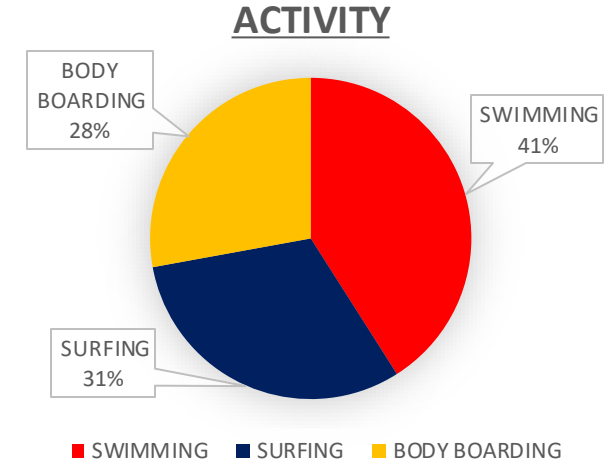
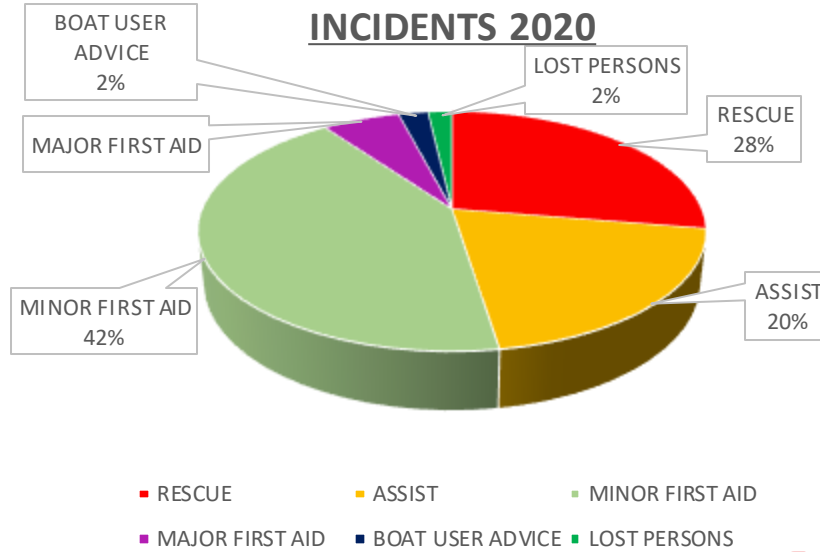
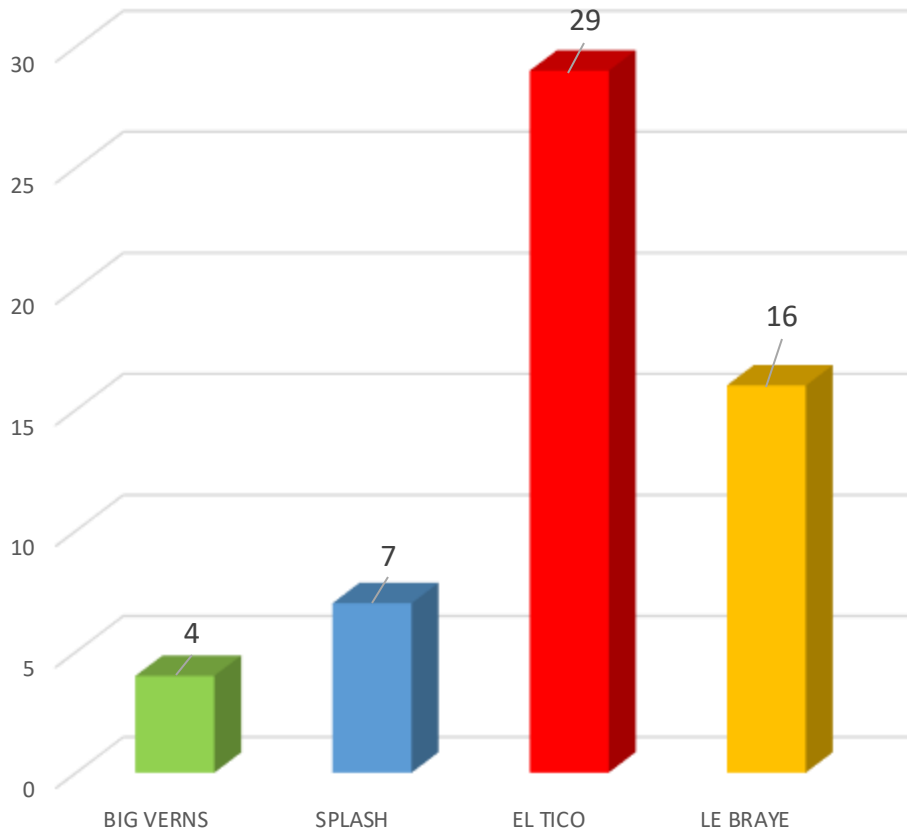
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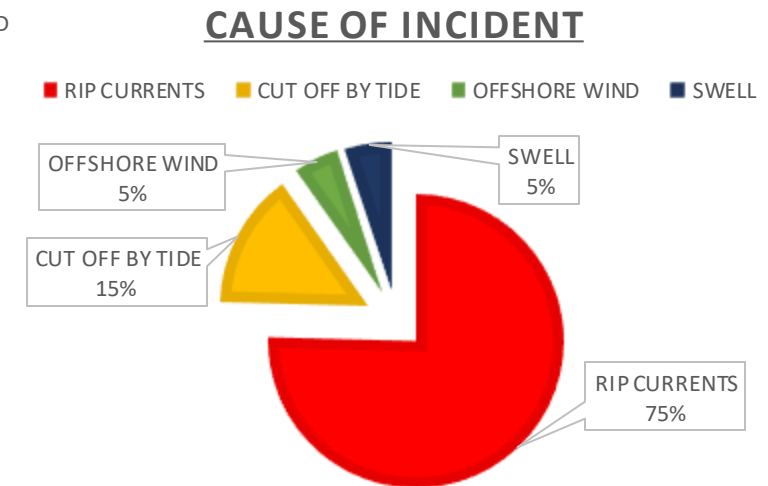
RNLI lifeguards - patrolling Jersey's beaches provided essential safety advice and key activities throughout the season to prevent incidents from occurring. Rip currents were the main cause of incidents.

Operational Period: 23/05/2020 - 01/11/2020 **Total Recorded:** 221 incidents

ST OUEN'S RESCUES



With the challenges created by the pandemic, the RNLI had to ensure their lifeguards were safe in the operational environment. A number of new ways of working were introduced to manage the challenges of COVID alongside the other demands of their role. This involved wearing additional PPE, maintaining social distancing throughout their duties, new patrol methods and utilising their equipment in rescue's to minimise close contact with casualties.

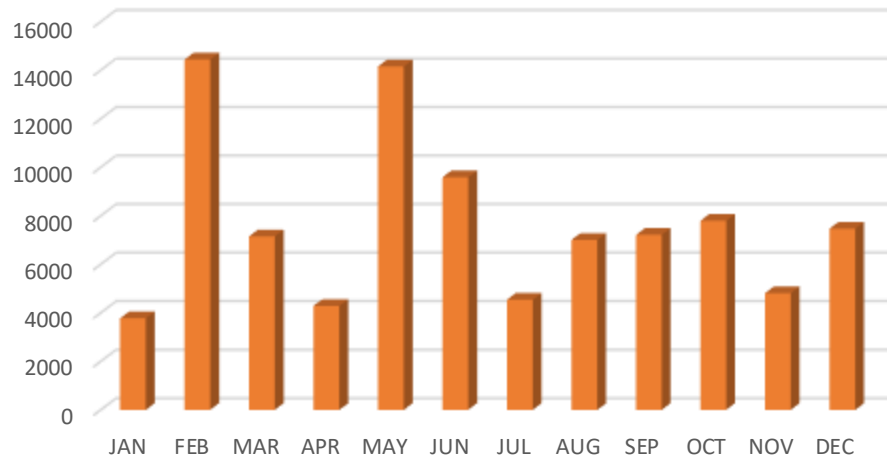


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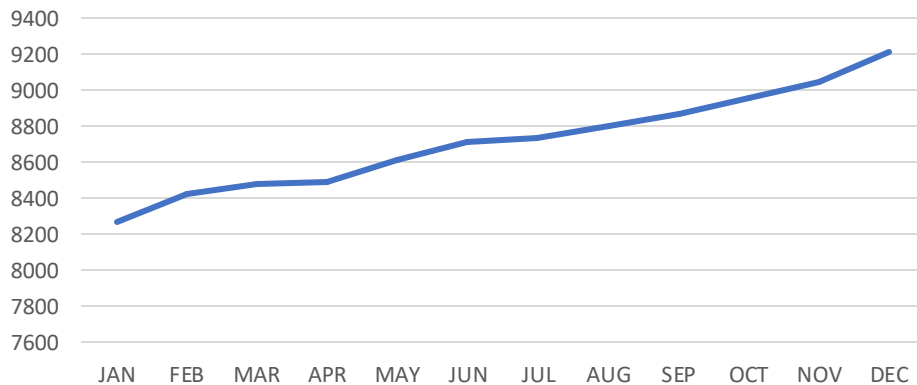


SOCIAL MEDIA – As all school visits and public engagements had to be cancelled, enhanced social media interaction saw an increase in engagements compared to 2019. Jersey Coastguard’s new Instagram profile was created to reach further demographics.

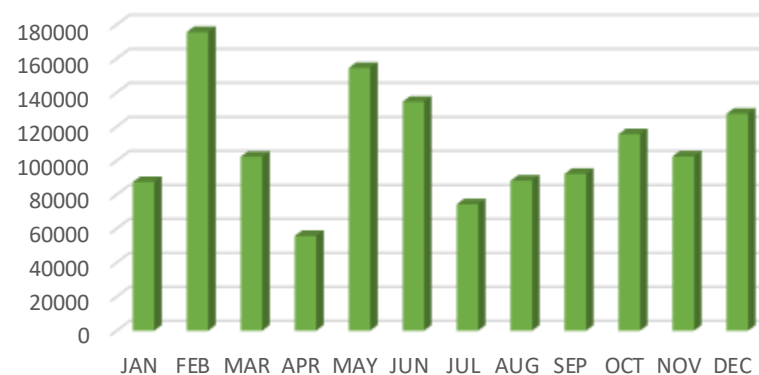
facebook ENGAGEMENTS



facebook PAGE LIKES



facebook REACH

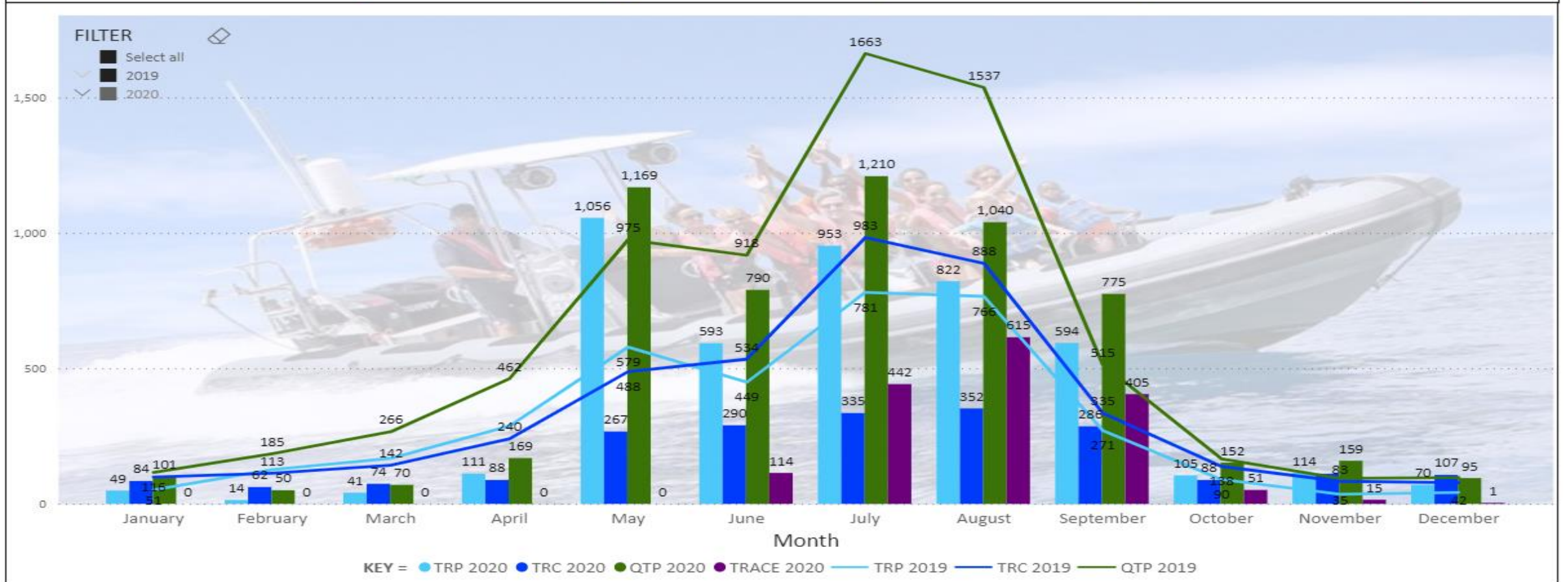


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TRAFFIC REPORTS – remained high in 2020 despite the C-19 restrictions in the early part of the season. The in-house-developed **TRACE** App has reduced the amount of commercial VHF traffic since inception and trials during the summer months. Plan to roll out to leisure users in 2021.

TRAFFIC REPORTS (TRs)	TR- PLEASURE	TR - COMMERCIAL	TRACE	CLOSED REPORT	COMBINED TOTALS
2020 TOTALS:	4,522	2,144	1,643	5,780	14,089



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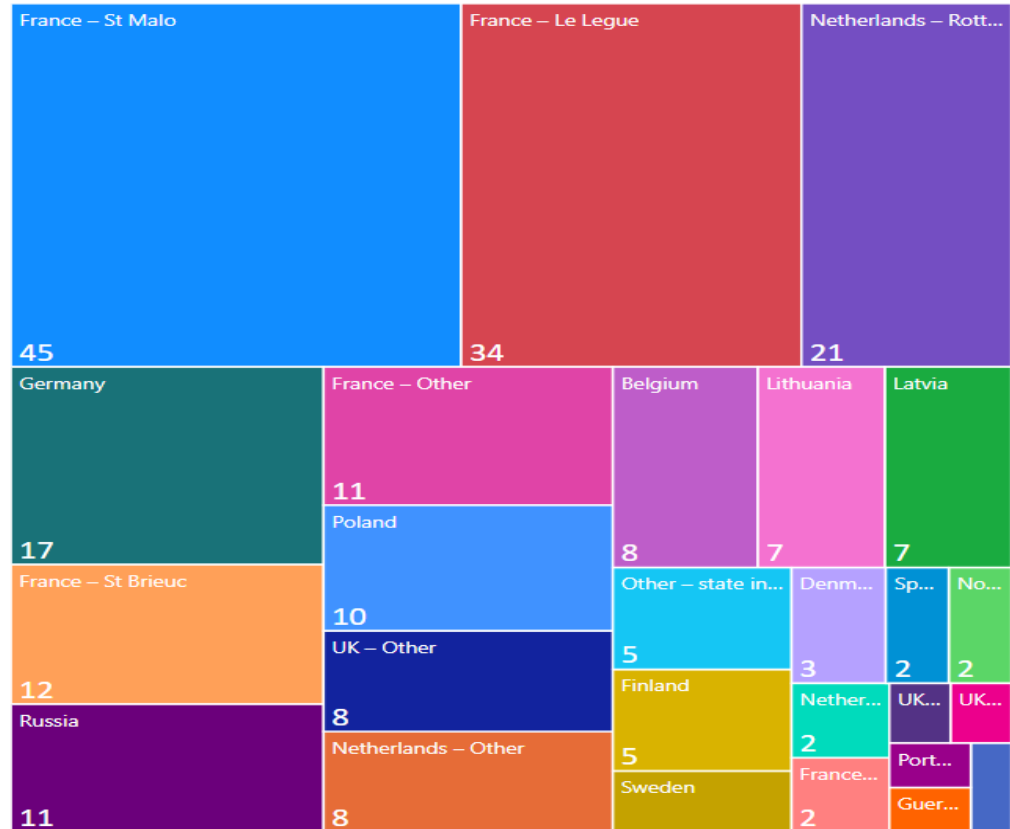
Vessel Interrogations - within Jersey Territorial Waters (TTW). Jersey Coastguard regularly interrogate commercial vessels transiting our area to ascertain cargo type/qty, number of POB and bunker contents to improve situational awareness should an incident occur.

Forty two requests received from **UK Navy HQ Ops** for NATO registered warships to transit Jersey's TTW.

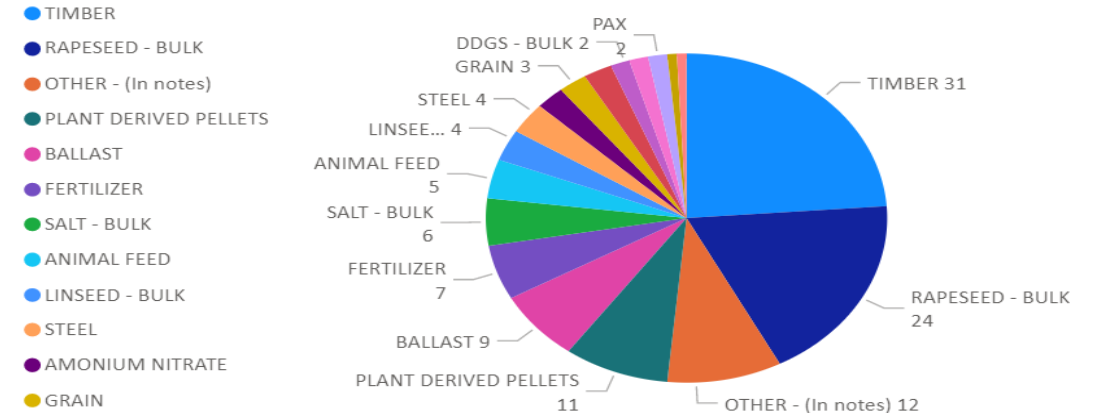
Period: 01/01/2020–31/12/2020

Total: 226 vessels

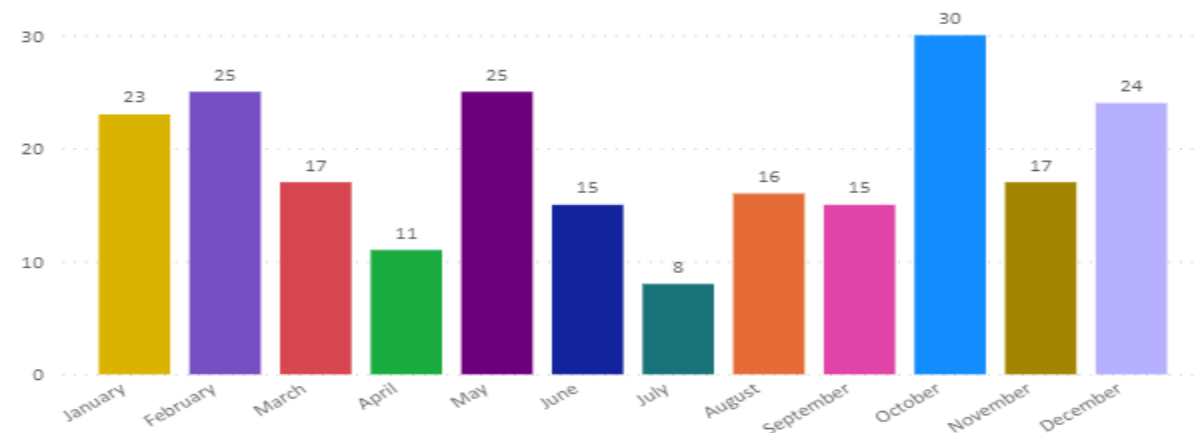
LAST PORT OF CALL



CARGO TYPE (SOUTHBOUND)



NUMBER OF INTERROGATIONS BY MONTH



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St Helier VTS - Shipping continued fairly regularly during Q1, however during Q2 onwards we started to see a reduction in passenger sailings. All teams across the Harbour including allied services worked hard together to ensure a reliable and consistent lifeline supply chain was upheld, and once testing procedures were in place, a safe means of continuing to travel by sea. Although the commercial sailings had reduced, VTS was kept busy undertaking close monitoring of foreign leisure vessels attempting to land in Jersey and they worked very closely with Health, Marinas, Honorary Police and Immigration to ensure there were no breaches of border restrictions. This included constant liaison to ensure that policy and comms were updated and amended as necessary and that suitable control measures were in place.

Pilotage – 190 acts in 2020 compared to **287** in **2019**. This is due to a decrease in demand for petroleum products, cement during lockdown. All Cruise Ship, Super Yachts, Sail Trainers and Military vessel cancelled pre planned visits. Condor assigned validated PEC holders for all sailings of the *MV Arrow* resulting in fewer requirements for Pilotage.

Question	Result
1 "St Helier VTS provides relevant traffic information regarding the movements of Participating Vessels (>25m) within the VTS, Precautionary and Harbour Areas that influence the onboard Navigational Decision-Making Process"	95%
2 "St Helier VTS provides relevant traffic information regarding the movements of Non-Participating Vessels (<25m) within the VTS, Precautionary and Harbour Areas that influence the onboard Navigational Decision-Making Process"	88%
3 "St Helier VTS applies brevity, conciseness and redundancy of speech to communications applicable to the prevailing circumstances"	88%
4 "St Helier VTS provides essential information in a timely manner to aid the onboard Navigational Decision-Making Process"	95%
5 "St Helier VTS provides Navigational/Metrological information in a Standard, Clear, and Unambiguous Manner to aid the onboard Navigational Decision-Making Process"	95%
6 "Signal quality of VHF communications from St Helier VTS are received Loud and Clear throughout the VTS areas"	88%
7 "VTS Watch Officers' radio communications are delivered in a Structured Manner, using SMCP Messages Markers."	95%
8 "VTS Watch Officers' radio communications are delivered with a Constant Tone and at a Constant Volume and are Easily Understood"	90%
9 "St Helier VTS has an appropriate Restricted Visibility Procedure in relation to the Topography, Navigational Hazards, and features of the VTS Areas and Harbour Structures"	95%
10 "On entering, or giving notice of entering the VTS (TOS) area and when other participating vessels are due into/out of Port, St Helier VTS provides early notice of berthing/movement plans in a Clear and Consistent Manner"	95%
11 "St Helier VTS applied best practice and translated relevant Covid-19 government advice, to ensure any additional administrative measures were proportionate and in line with best practice."	87%

VTS Survey – Objective: More than 90% positive (66 - 100%) feedback on stakeholder engagement regarding efficiency of **Vessel Traffic Services***.

Survey was sent via email to companies with active Pilotage Exemption Certificate holders, ships agents and vessels >25m (participating vessels) that have navigated within the St Helier VTS area.

ID ↑	Name	Responses
1	anonymous	VTS provides a high quality service in accordance with MCA best practice
2	anonymous	Excellent work guys !
3	anonymous	The service provided by St. Helier VTS is to a very high standard.
4	anonymous	We appreciate the fantastic job of our colleagues ay VTS !

*Based on IALA G1131 Setting and Measuring VTS Objectives, "Example of possible measurements" - More than 90% positive feedback on stakeholder engagement regarding efficient traffic management i.e. meetings, questionnaires, customer surveys etc (<https://www.iala-aism.org/product/g1131-setting-measuring-vts-objectives/>).